

Details

NORDDEUTSCHER LLOYD

NOTICE

STEAM FOR
SINGAPORE, COLOMBO, ADEN, SUEZ
PORT SAID, BRINDISI, GENOA, ANT-
WERP, BREMEN AND HAMBURG,
PORTS IN THE LEVANTE,
BLACK SEA AND BALTIC
PORTS;
ALSO,
LONDON, NEW YORK, BOSTON,
BALTIMORE, NEW ORLEANS,
GALVESTON AND SOUTH
AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT
SOUTHAMPTON TO LAND PASSENGERS
AND LUGGAGE.

*N.B.—Cargo can be taken on through Bills
of Lading for the principal places in
RUSSIA.*

ON WEDNESDAY, the 5th day of June, 1880, at 2 p.m., the Company's Steamship "NECKAR," Capt. H. Supper, with MAILED PASSENGERS SPECIE and CARGO, will leave this Port as above, calling at GENOA.

Shipping Orders will be granted till 10 a.m. Cargo will be received on board until 1 p.m. Specie and Parcels until 10 a.m., on the 5th of June, 1880. (Parcels are not to be sent on board; they must be left at the AGENCY'S Office) Contents and Value of Packages are required.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess.

For further particulars, apply to
MELCHERS & Co.,
 Agents.

Hongkong, 14th May 1880.

**CANADIAN PACIFIC STEAMSHIP
COMPANY.**

**TAKING CARGO AND PASSENGERS TO
JAPAN, CANADA, THE UNITED
STATES AND EUROPE,
VIA
THE CANADIAN PACIFIC RAILWAY
AND OTHER CONNECTING**

RAILWAY LINES & STEAMERS.
THE British Steamship
"PORT FAIRY"
2,530 Tons Register, Clark, Commander
will be despatched for VANCOUVER, B.C.
via KOBE and YOKOHAMA, on THURSDAY
the 6th June, at NOON.
To be followed by the S.S. "ABYSSINIA"
on the 20th June and S.S. "BATAVIA" on the
4th July.
Connection will be made at Yokohama with

Steamers from Shanghai and Japan Ports, and at Vancouver with Pacific Coast Points by the regular Steamers of the Pacific Coast Steamship Company and other Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows :—

To Vancouver and Victoria (Mex.)	\$185.00
To all Common Points in Canada	} 230.00
and the United States	
To Liverpool	300.00
To London	305.00
To other European Points at proportional	

of the Army, Navy, Civil Service, and the Imperial Chinese and Japanese Customs, to be obtained on application.

Freight will be received on board until 4 P.M. on the 5th June.

All Parcels must be sent to our Office and should be marked to address in full; and the same will be received by us until 5 P.M. the day previous to sailing.

For information as to Passage or Freight
apply to
ADAMSON, BELL & Co.,

Hongkong, 23rd May. 1880 Agents.

U. S. MAIL LINE.
PACIFIC MAIL STEAMSHIP COMPANY
THROUGH NEW YORK AND OCEAN

THROUGH TO NEW YORK, VIA OVER-
LAND RAILWAYS, AND TOUCHING
AT YOKOHAMA, AND SAN
FRANCISCO

THE U. S. Mail Steamship

will be despatched for San Francisco, Yokohama, on THURSDAY, the 6th June, ONE P.M., taking Passengers and Freight to Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports to San Francisco, and Atlantic and Inland Cities of the United States, via Oriental Express.

Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America by the Company and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows :—
To San Francisco.....\$200.00
To San Francisco and return.)

available for 6 months.....	350.00
To Liverpool.....	325.00
To London.....	330.00

To other European Points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and to

Imperial Chinese Customs, to be obtained
application.
Passengers by this line have the option

proceeding Overland by the Southern Pacific and Connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (*vice versa*) within one year will be allowed

discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

Freight will be received on board until 4 P. the day previous to sailing. Parcel Packages w be received at the Office until 5 P.M. same da all Parcel Packages should be marked to a

Consular Invoices to accompany Cargo destined to Ports beyond San Francisco in a

United States, should be sent to the Customs Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company No. 40, Queen's Road Central.

C. D. HARMAN
Agent.
H. Hong, 20th May 1950

Intimations.

DAKIN BROS. OF CHINA, LIMITED,
DISPENSING CHEMISTS,
WHOLESALE AND DETAIL DRUGGISTS,
QUEEN'S ROAD.DAKIN'S CHOLERA ELIXIR,
For Administration in
CHOLERA, DYSENTERY, COLIC, &c.

THIS well tried remedy has been in extensive use in India, Burma, and some parts of China for many years, and has proved beyond doubt its efficacy in arresting the rapid progress of Cholera symptoms, and in combating this fatal malady when developed.

An infallible stand-by, no House should be without it.

Cholera Belts, Hot Boxes, Hot Water Bottles, etc., etc.

Sold in 3 & 8 oz. Stoppered bottles, at \$1.50 and \$3.

22, QUEEN'S ROAD CENTRAL.

(Telephone No. 60.)
Hongkong, 28th May, 1889.

FOR HOT CLIMATES.

WATSON'S
EFFERVESCENT SALINE.

AN effervescent preparation, forming when mixed with water a cooling and refreshing beverage, pleasant to the taste, and invaluable for maintaining the system in a healthy and natural condition.

It cures Bilious Headaches, Feverishness, and Indigestion, and is specially recommended for sluggish and inactive Liver, Heartburn, Acidity, Scorbatic Eruptions, and Blisters on the Skin, &c.

It is an excellent Aperient, and forms a capital substitute for Seltzer Powders.

In Bottles, 75 Cents each.

WATSON'S
PURE
FRUIT CORDIALSPREPARED FROM THE JUICE OF THE FINEST
SELECTED FRESH FRUIT.

Make Delicious Summer Beverages.

RASPBERRY, STRAWBERRY, DAMSON,
BLACK CURRANT, RED CURRANT,
ORANGE, PINEAPPLE, MORELLA CHERRY,
LIME FRUIT, &c.

Price, 75 Cents per bottle.

WATSON'S
SPARKLING EFFERVESCENT
CITRATE
OF
MAGNESIA

When the body is in a heated or feverish condition, this preparation will be found most grateful, as it tends to produce a slight moisture in the skin, and cools the system generally.

It makes an agreeable Saline Draught, Antacid and mildly Aperient, preferable to any other Saline as a Febrifuge.

In Bottles, 50 Cents and \$1 each.

CAUTION.—Being prepared expressly for Hot Climates, parties requiring the same are advised to be particular to order WATSON'S EFFERVESCENT CITRATE OF MAGNESIA, MANY SO-CALLED similar preparations being acid and irritating to the Stomach and Bowels.

'SALT REGAL'
A NEW & MARVELLOUS DISCOVERY!
For the Prevention and Cureof
FEVER, CHOLERA, &c.

A Favorite Remedy at Home and Abroad.

An effervescent White Powder lately discovered which changes colour and develops OZONE—the principle of life.

Destroys Parasites and Fungoid growths in impure water, and directly affects Worms and Parasites in the system.

Price, \$1 per bottle.

A. S. WATSON & CO., LIMITED,
Sole Agents for
HONGKONG, CHINA AND MANILA.HONGKONG DISPENSARY,
May, 1889.

NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to Subscriptions, Advertisements, &c., be addressed to "The Manager, Hong Kong Telegraph," and not to the Editor.

Letters on Editorial matters to be sent to "The Editor" and not to individual members of the staff.

Communications intended for publication must be accompanied by the name and address of the writer, not necessarily for publication, but as evidence of good faith.

What the columns of the Hong Kong Telegraph will always be open for the fair discussion of all questions affecting public interests, it must be distinctly understood that the Editor does not in any way hold himself responsible for opinions thus expressed.

TO ADVERTISERS.

Advertisements are requested to forward all notices intended for insertion in that day's issue not later than Three o'clock so as not to retard the early publication of the paper.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until discontinued.

The Hong Kong Telegraph has the largest circulation of any English newspaper published in the Far East, and is therefore the best medium for Advertisements. Terms can be learnt on application.

The Hong Kong Telegraph's number at the Telephone Central Exchange is No. 2.

TO SUBSCRIBERS.

Subscribers to the Hong Kong Telegraph are respectfully reminded that all Subscriptions are payable in advance.

The Hong Kong Telegraph

HONGKONG, WEDNESDAY, MAY 29, 1889.

For months past the name of the King of the Netherlands has been prominently before the world owing to what was considered a fatal illness, and telegraphic reports have on several occasions reached us stating that the final disappearance from the great game of life of the last mighty race of the Princes of Orange could not be long delayed. Recently, however, King William has made such astonishing progress towards ultimate recovery, as to have resumed the duties of government, and such a consummation is much to be desired, as serious political complications may thereby be avoided. A recent letter from the Paris correspondent of the New York

Sun gives the following interesting sketch of his Majesty's life:—

William III. has been a good King, liberal, constitutional, favorable to progress, thrifty of the finances of his subjects. He abandoned to the State half his civil list thus reducing it from 1,300,000 florins to 650,000 florins. On the other hand, taking advantage of an article of the Dutch Constitution of 1848, which says, "Le roi régit sa maison comme bon lui semble" (the King manages his household as he pleases), William III. lived in a manner which will give him a place in the annals of history of this century between Victor Emmanuel of Italy and Charles XV. of Sweden. He has been a great lover of his whole life is summed up in one word—women. For good or for evil he has always been under their influence. Born in 1817 he was married in 1839 to the Princess Sophia of Wurtemberg, who was a year his junior. The history of that union is known to all. The Princess is not beautiful, but very cultivated and intelligent, wished to make "The Hague a centre of intellectual influence; she adored literature and politics. The Prince of Orange, on the other hand, adored music and musical women, paid more attention to his own pleasures than to the European concert, and hated the embarrassments of court etiquette.

For ten years the two lived under a regime dictated by their incompatibility of humor, till in 1849 the Princess Sophia became Queen of the Low countries, and the discord between her and husband divided the court into two openly declared parties, that of the King and that of the Queen. Having become a widower in 1877, the King sobbed down a little. The crown of Holland being threatened with extinction through the hopeless gaitism of the Prince of Orange—known in Paris as "Citron"—and through the rickety state of the King's own son, Queen Sophia, Prince William, he married in 1879 the Princess Emma of Waldeck-Pyrmont, and the robust sexagenarian had the felicity of becoming the father of the little Princess Henrietta, the present heiress to the throne.

The amorous history of William III. includes the names of scores of celebrated actresses and singers, but his most sensational liaison was that with the notorious Mme. Elisa Musard, wife of the bandmaster who created on the site of the present Jardin de Paris, the Concerts Musards so famous during the second empire. The simple story of this liaison, of which all the actors have now disappeared, is not wanting in piquancy. Alfred Musard was the son of an orchestra leader who had his days of glory after 1830. Very elegant in his person, well educated, an excellent musician and a good orchestra leader like his father, Alfred Musard led a gay life at Paris until he had spent all papa's economies, and then set sail for the United States, where he organized very successful concerts, and made the conquest of the fascinating person who became legally Mme. Musard after his return to France. The couple were remarked in artistic society, the husband for his elegance and the wife for her wonderful beauty. But at that time Mme. Musard did not wear dresses by Worth or fabulous diamonds; she was generally dressed in modest black silk, and made no show of wealth. Her husband as we have said, had founded the concerts in the Champs Elysees which bore his name, he composed much valuable music; he had great success both as an artist and an impresario.

Suddenly Alfred Musard abandoned his conductor's baton, ceased to compose and was seen driving about Paris in a pony chaise. At the same time the papers announced that the sympathetic couple had inherited a considerable fortune from an American relative, but as neither monsieur nor madame had taken the precaution of wearing mourning, the gossips suspected something, and tongues began to wag.

In the course of a few weeks the pony chaise was replaced by a phaeton and a pair of steeplechases valued by the experts at 20,000 francs at least, and at the same time Mme. Musard showed her aristocratic profile in the Bois de Boulogne. It is really the liaison which surpassed in elegance and correctness anything that had been seen in Paris at that time. These equipages were the first revelation to the Parisians of what English chic in turnouts meant; the gentleman charged with managing the stables of the couple was the former head groom of Lord Pembroke, who was understood to receive the pay of an ambassador for his pains. The stables, which have since been surpassed only by those of the Comte Potocki, were installed with great splendor in a vast building annexed to the mansion in the Avenue d'Iena, where M. and Mme. Musard took up their residence. At the same time Parisians learned that the Musard couple had bought the chateau of Villequier on the banks of the Seine as a summer villa; and that, in order to reach their villégiature with comfort, they had purchased a sumptuous railway car, built for the Duc de Morny and sold after his death. A few weeks later the dethroned Grand Duke of Tuscany, having put up for sale his villa on the Lake of Como, it was found that the new owners were M. and Mme. Musard.

In the Bois the luxurious equipages of Mme. Musard caused all to turn their heads. At the opera the diamonds of Mme. Musard and her sumptuous toilettes were the centre upon which all eyes were fixed. The luxury of the couple was overwhelming, and its instantaneous development seemed to suggest the work of a fairy's wand. This improved fortune was the work of the King of Holland.

Brought into relations with Mme. Musard by an Italian composer of ballets, William III. amused himself by imitating Louis XIV. and Louis XV., and treating the beautiful American as a Montespan or a Du Barry. But the circumstances of his august caprice were so surrounded with mystery that nobody could venture beyond hypothesis and conjecture managed as follows: At certain dates the favorite was conducted to the frontier of Holland by her legitimate lord and master, Alfred Musard. At The Hague she was met by a confidential chambermaid, who took her in a postchaise to a shooting box buried deep in the woods. There she remained shut up two or three days, never longer, with the more than middle-aged gentleman, who called her "ma fille," and who never let her go away except loaded with presents of all kinds, including invariably a Dutch canary in a cage. At the frontier Alfred Musard met his wife, the canary was "dropped," but the other presents, stowed away in the traveling bag, were carefully passed to Paris. And what a store this bag contained! Valuable pictures, silk stockings, diamonds, pearls, and yards of silk, velvet, cloth, shawls, old china, silverware—the mixed contents of a peddler's pack. From time to time Mme. Musard used to distribute lengths of cloth and silk to the women whom she hired to come to her dinners, and among others, to the Countess Dash, who had her hour of celebrity as a novelist before the war.

William III. used to come to Paris incognito for 48 hours now and then, and in the summer he spent a fortnight with his favorite in Switzerland. In his novel, "L'Affaire Clemenceau," Alex. Dumas refers to the former incident. Pierre, the young sculptor, deceived by Iza, goes to Rome to try to forget her. A friend writes to him: "The King is so smitten with her that all of a sudden he abandons his kingdom to come to Paris incognito. He passes there a day or a night, according to the hour at which he arrives, and then goes back to reign. Or else it is she who disappears for 48 hours without anybody knowing where she has gone." The King, it appears

was the most generous of protectors, but the most tiresome and unendurable of lovers. He used to make all the actresses whom he protected read aloud to him, so as to enjoy their good elocution. The story runs that one day, when he exacted this favor from Mme. Abington of the Varieties, whose intelligence was less considerable than her beauty, she replied: "Sire, I will call my mother. She can read much better than I can."

William III. was probably not of this opinion, for Mme. Abington did not remain long in favor. Mme. Musard, on the other hand, continued to be protected for some years after the war of 1870-71, and then, finding that her fortune was sufficiently colossal, she emancipated herself, and began to realize her dream of living quietly with her husband, whom she loved exclusively, as a sister and a friend, to the contrary, surrounding him with all kinds of attentions, never losing sight of him except when business called her elsewhere. After her husband she loved her diamonds. "When I die," she used to say, "I want to have all my diamonds laid out on the bed." Still in the prime of mature beauty, Mme. Musard was smitten with blindness at thirty-seven, and died raving mad in Dr. Blanche's private asylum.

Her successor in the favor of William III. was Mme. Emilie Ambre, a French woman, who has had all sorts of adventures. She was born in Africa, passed her childhood in the desert, was a widow at an early age, with a cross for her wage, wandered over Europe and America as an actress, was for a time a star at the Italian opera in Paris in the old Salle Ventadour, married a real Count, made a mess of her marriage, returned to the provincial stage, and finally wrote the novel, "La Diva," in which the Prince of Wales, James Gordon Bennett and Christine Nilsson figure without being very ferociously maltreated. Emilie Ambre, who settled in Holland, made the old King spend such a pile of money that his worthy Dutch subjects finally expelled the fair cascadeuse from their territory. She was the sovereign's last caprice before he married the Princess Emma and became thoroughly respectable and venerable. As for Emilie Ambre, she is living obscurely in the provinces and not troubled with a superfluity of wealth.

The Shanghai Progress of the 17th inst. publishes an editorial announcing the possibility of Portugal ceding all its colonies to Great Britain's greatest rival, out of spite for the wrongs Portugal is alleged to be sustaining at the hands of England in Africa. We have always admired the facility with which the Far East fresh-water Lusitanians, who almost without exception derive their means of livelihood from British trade and industry, like so many faithless curs, bite, instead of licking, the hand that feeds them. Still this is the invariable way they behave themselves whenever they can express their feelings in the columns of a newspaper. It is easy to understand that the Macao press, which is generally presided over by a few nondescript Portuguese functionaries who view everything British and foreign with jaundiced eyes, should now and then entertain bitter feelings, political and national against their superiors in the science of colonisation and the arts of progress. But that a purely Macaoese organ, such as the Progress, owned and edited by individuals who but for the appointments they hold in the English counting-houses, or the facilities offered by British civilisation in Shanghai, would probably be shouldering a musket at the princely remuneration of seven dollars a month in the hungry army of Macao, should take to reviling England and the English, is a monstrosity that deserves not merely the scalpel of critic, but wholesale amputation. The following choice paragraph in the article alluded to in the Progress will be ample proof of our assertion. Our contemporary says: "Portugal is very small; all know it, and Portugal is not ignorant of the fact; but in greatness of soul, it is on a par with the greatest nations of the world. In order to avoid being annihilated by an unfaithful friend, Portugal will at least know how to get itself lost—which it does not yet require to do—to lose its own colonies, but in favour of another Great Power that should give Great Britain the lesson it seems so much to require. Mozambique, Lorenzo Marques, the best ports of the African continent, would thus pass into hands that would make the United Kingdom repent of the ungratefulness it has shown us. Macao and Timor would be in identical circumstances."

We have lately remarked in these columns that the influx of the Portuguese population into this colony was assuming such proportions that laws would have to be passed restricting the increasing tide of immigration. And judging by the language which the Portuguese immigrants into Shanghai are making use of against those who find them in house and home, we think the British Municipality of the Model Settlement might do worse than put some limit to the inroads of a race who are neither useful nor ornamental.

TELEGRAMS.

PARLIAMENT.

LONDON, May 21st.
The announcement of the abandonment of the Sugar Convention Bill is premature. It will be brought on for second reading on the 29th June. In the House of Lords, the Earl of Meath's bill for admitting Women to the County Councils has been rejected.

FOREIGN INTELLIGENCE.

May 27th.
The proposed visit of the King of Italy and Emperor of Germany to Strasbourg has caused intense excitement and bitterness in Paris; the visit has therefore been abandoned and the King of Italy has started home incognito avoiding Strasbourg.

LOCAL AND GENERAL.

THE agents (Messrs. Adamson, Bell & Co.) inform us that the "Shire" Line steamship Denbighshire left Singapore yesterday for this port.

A MISSOURI editor excuses the absence of editorial matter in a recent issue of his paper by announcing that "the editor is now lying in bed, with one foot in the grave."

OUR Macao correspondent writes us this morning that a violent thunderstorm accompanied by torrential rain burst over the Holy City at 1 a.m. to-day and showed no signs of abatement by 7 a.m.

SOME Queensland Chinese statistics:—15 Chinese men committed matrimony. Of the brides one was a Queenslander, one a Victorian, two were Scotch lasses, three were Bridgets and eight were Englishwomen.

We are requested to state that in consequence of the interruption in connection with the Tramway there will be only one Peak delivery daily. Letters and parcels may be posted in the General Post Office up to 12 o'clock.

SURGEONS are said to be using an instrument called the graphophone to register the characteristics of a cough. The patient to-day coughs into the machine, and ten days hence may cough in comparison with it, to let the doctor see if his cough has changed.

In a note to Cooper's novel "The Spy," it is said that a buxom widow who kept a tavern at an unnamed Westchester town, used to provide "bracers" for the young French officers that would make them feel as "light as a cock's tail." In time the compound which produced the effect received the name of "cocktail."

ANOTHER bit of "English as she is spoken." This is on the sign-board of a Chinese cigar-merchant's shop in Bonham Strand West:—"Co-co-co, dealer in all kinds of cigars, made with a superior good, and the leaves of this trade-mark was prized by the King of Spain, which cannot be forget by others."

A. A. DA SILVA, one of the Wyndham Street clerks, was summoned to-day before Mr. Wodehouse for keeping a ferocious dog. The complainant said that one day she was going to the defendant's house when some Portuguese children clapped their hands, and the dog flew out and bit little girl who was with her on the heel. The case was remanded.

A GREAT deal of sickening contribution on the coming election of a Deputy to represent the Holy City at the Lisbon Cortes is indulged in by the Macao rags to the undivided satisfaction of the unscrupulous and *discreet* majority who infest that city. What benefit we cannot say, although we are sure both the gentleman who actually represents the circle and his competitor would feel ashamed to be elected by the votes of such uncompromising *canaille*.

"LULU," he queried facetiously of his affianced on Sunday evening, as he turned the light down to a mere shadow of its former self, "why am I like a newspaper?" "I don't know," hazarded Lulu, hesitatingly, "unless it's because you try to make so many poor jokes." "That's not it," he answered with a tinge of coldness. "Why then?" "Because I am just going to press!" And everything being revised and made up, the forms were locked, and the first impression was registered from Lulu's left-eye about six-by-six-east, one point above nose.

JOHN FARLEY, seaman, unemployed, was doubtless very disorderly in the Sailors' Home the night before last, but that was no reason why he should be treated in the inhuman way he was yesterday. He was put in the dock at nine o'clock, along with a lot of Chinese, and was kept there three hours! During that time he was suffering from acute diarrhoea, which necessitated his lying in a prostrate position in the dock, while he had to be allowed to leave. Yet for three hours Mr. Wodehouse went on trying trial Chinese cases, simply asking the man if he was sick. He was fined \$2 for his offence, as he probably deserved, but the imposition of the fine at nine o'clock would probably have been more welcome to poor Farley than being discharged at noon.

The phrase "too thin" is generally regarded as an instance of American slang and is supposed to find its proper place only in works devoted to that now important branch of philology. In support of this theory one occasionally sees newspaper stories obviously manufactured for the purpose of explaining the origin of this expression; and it has even been called in the English press "a notable Americanism." The truth is it has a most reputable English paternity, having been used by Lord Chancellor Eldon in an opinion delivered in the case of *Peacock v. Peacock*. The point under discussion was whether a partnership without any provision "as to its duration, may be determined without previous notice." The eminent jurist decided that the question was one for the Court and jury to act upon, summing up his opinion in these words: "I cannot agree that reasonable notice is a subject too thin for a jury to act upon; as in many cases juries and courts do determine what is reasonable notice." Here the expression was applied in what we term its slang sense.

SAYS New York Truth:—Our modern millionaires, rich though they may seem to us, are paupers when compared in wealth to the Middle Ages. Neither Jay Gould, Vanderbilt, the Duke of Westminster, Astor, Rhinelander, nor Rothschild, owns a tithe of the vast hoards possessed by the ancients, the misuse of which provoked the downfall of the Roman State. Tiberius the second Emperor of Rome, left to Caligula a sum of money in hard cash equivalent to \$138,125,000, which, if history is to be believed, the latter gentleman spent in one year of royal and unbounded spree. Caesar began life owing \$10,000,000, and before he ended it had got through \$735,000,000 of public treasure. Not the greatest of our Boodlers ever even dreamed of such omnivorous embezzlement. Croesus had a nice little nest-egg, \$10,000,000, beside real estate and slaves beyond counting. Sappho is reported to have expended \$400,000 in a single day, of which she was the second Emperor of Rome, left to Caligula a sum of money in hard cash equivalent to \$138,125,000, which, if history is to be believed, the latter gentleman spent in one year of royal and unbounded spree. Caesar began life owing \$10,000,000, and before he ended it had got through \$735,000,000 of public treasure. Not the greatest of our Boodlers ever even dreamed of such omnivorous embezzlement. Croesus had a nice little nest-egg, \$10,000,000, beside real estate and slaves beyond counting. Sappho is reported to have expended \$400,000 in a single day, of which she was the second Emperor of Rome, left to Caligula a sum of money in hard cash equivalent to \$138,125,000, which, if history is to be believed, the latter gentleman spent in one year of royal and unbounded spree. Caesar began life owing \$10,000,000, and before he ended it had got through \$735,000,000 of public treasure. 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Commercial.

CLOSING QUOTATIONS.

Hongkong and Shanghai Bank—174 per cent. premium, sales and sellers.

Union Insurance Society of Canton—\$100 per share, sellers.

China Traders' Insurance Company—\$80 per share, sellers.

North China Insurance—Tls. 330 per share, ex. div., buyers.

Canton Insurance Company, Limited—\$134 per share, buyers.

Yangtze Insurance Association—Tls. 100 per share.

Chinese Insurance Company—\$160 per share, sellers.

On Tai Insurance Company, Limited—Tls. 150, per share.

Hongkong Fire Insurance Company—\$392 per share, sellers.

China Fire Insurance Company—\$88 per share, sellers.

Hongkong and Whampoa Dock Company—89 per cent. premium, buyers.

Hongkong, Canton, and Macao Steamboat Co.—\$271 per share, sellers.

China and Manila Steam Ship Company—145 per share, sales.

Hongkong Gas Company—\$135 per share, sellers.

Hongkong Hotel Company—\$225 per share, sales and buyers.

Hongkong Hotel Co.'s Six per-cent. Debentures—\$801.

Indo-Chinese Steam Navigation Company, Limited—par., buyers.

Douglas Steamship Company—\$85 per share, sellers.

China Sugar Refining Company, Limited—\$234 per share, cash, buyers.

Luzon Sugar Refining Company, Limited—\$105 per share, sellers.

Hongkong Ice Company—\$127 per share, sellers.

Hongkong and China Bakery Company, Limited—\$80 per share.

Hongkong Dairy Farm Co., Limited—\$14 per share, buyers.

A. S. Watson & Co., Limited—160 per cent. premium, buyers.

Chinese Imperial Loan of 1884 B—24 per cent. premium, sellers.

Chinese Imperial Loan of 1884 C—5 per cent. premium, buyers.

Chinese Imperial Loan of 1886 E—11 per cent. premium.

Hongkong Rope Manufacturing Company, Limited—\$160 per share, sellers.

The Hongkong Steam Laundry Co., Ltd.—\$20 per share, nominal.

Perak Tin Mining and Smelting Company—\$35 per share, sellers.

Punjab and Sindh Dug Samant Mining Co., Ltd.—\$24 per share, ex. New Issue, sellers.

Hongkong and Kowloon Wharf and Godown Company—\$101 per share, sellers.

Tongkui Coal Mining Co.—\$700 per share, sellers.

The Hongkong High-Level Tramway Co., Limited—260 per cent. premium, buyers.

The East Borneo Planting Co., Limited—\$53 per share, sellers.

The Seng Kee Koyah Planting Co., Ltd.—\$51 per share, sellers.

Cruickshank & Co., Ltd.—\$50 per share, sellers.

The Steam Launch Co., Limited—nominal.

The Austin Arms Hotel and Building Co., Ltd.—par.

The China-Borneo Co., Ltd.—\$55 per share, sellers.

The Hongkong Brick and Cement Co., Ltd.—\$24 per share, sellers.

The Green Island Cement Co. (Old issue)—\$50 per share, buyers.

The Green Island Cement Co. (New issue)—\$13 per share, sellers.

The Hongkong Land Investment Co., Ltd.—\$130 per share, buyers.

The Hongkong Electric Light Co., Ltd.—\$71 per share, sellers.

Geo. Fenwick & Co., Limited—\$35 per share, sellers.

The West Point Buildings Co., Ltd.—\$5 per share, sellers.

The Peak Hotel and Trading Co., Ltd.—\$29 per share, buyers.

The Labuk Planting Co., Ltd.—\$16 per share, sellers.

The Jelebu Mining and Trading Co., Ltd.—\$6 per share, sales.

EXCHANGE.

ON LONDON.—Bank, T. T. 3/01
Bank Bills, on demand 3/01
Bank Bills, at 30 days' sight 3/01
Bank Bills, at 4 months' sight 3/01
Credits at 4 months' sight 3/01
Documentary Bills, at 4 months' sight 3/1

ON PARIS.—Bank Bills, on demand 3.80
Credits, at 4 months' sight 3.88
ON INDIA, T. T. 22 1/2
On Demand 22 1/2

ON SHANGHAI.—Bank, T. T. 72
Private, 30 days' sight 73

OPIUM MARKET.—THIS DAY.

OLD MALWA, per picul \$600
(Allowance, Tals 80).

NEW PATNA, (without choice) per chest \$171
NEW PATNA, (first choice) per chest \$172
NEW PATNA, (bottom) per chest \$171
NEW PATNA, (second choice) per chest \$171
NEW PATNA, (without choice) per chest \$171
NEW PATNA, (bottom) per chest \$171
NEW PATNA, (second choice) per chest \$171
NEW PATNA, (without choice) per chest \$171
NEW PATNA, (bottom) per chest \$171
NEW PATNA, (second choice) per chest \$171

HONGKONG TEMPERATURE.

(From Messrs. Falconer & Co.'s Register.)

To-day.

Barometer—4 p.m. 30.34
Barometer—4 p.m. 30.34
Thermometer—4 p.m. 79.5
Thermometer—4 p.m. 79.5
Thermometer—4 p.m. 79.5
Thermometer—4 p.m. 79.5
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MAILS EXPECTED.

THE FRENCH MAIL.—The Messageries Maritimes Co.'s steamer *Ava*, with the French mail of 4th instant, left Singapore on the 25th, at 10 a.m., and may be expected here on or about the 31st.

THE AMERICAN MAIL.—The P. M. S. S. Co.'s steamer *City of Rio de Janeiro*, with mails, &c., from San Francisco to the 2nd instant, left Yokohama on the 25th, and may be expected here on or about the 31st.

The O. & O. S. S. Co.'s steamer *Gaelic*, with mails, &c., from San Francisco to the 11th inst., left Yokohama on the 28th instant, at daylight, and may be expected here on the 3rd proximo.

THE INDIAN MAIL.—The steamer *Arcton* from Calcutta, left Singapore on the 28th instant, and is expected here on or about the 3rd proximo.

THE CANADIAN MAIL.—The Canadian Pacific steamer *Abeylinia*, with the Canadian mail, from Vancouver, left for Japan and Hongkong on the 14th instant.

STEAMERS EXPECTED.

The 'Ben' line steamer *Benvenue*, left Singapore on the 25th instant, and is expected here on the 31st.

The P. & O. S. N. Co.'s extra steamer *Lombardy*, left Bombay on the 24th instant, at 7 a.m., for this port.

The D. D. R. steamer *Polythymia*, from Hamburg, left Singapore on the 25th instant, and is due here on the 31st.

The Ocean Steamship Co.'s steamer *Patrol*, from Liverpool, left Singapore on the 27th instant, and is due here on the 2nd proximo.

The 'Shire' line steamer *Denbighshire*, from London, left Singapore on the 28th instant, and is due here on the 3rd proximo.

Shipping.

ARRIVALS.

PICCOLA, German steamer, 875, Nissen, 28th May, Saigon 24th May, General.—Melchers & Co.

NIERSTEIN, German steamer, 731, Bartels, 29th May, Whampoa 29th May, General.—Melchers & Co.

GLENORCHY, British steamer, 1,821, J. Ferguson, 29th May, London 17th April and Singapore 23rd May, General.—Jardine, Matheson & Co.

SOOCHOW, British steamer, 327, T. Rowin, 29th May, Pakhoi 26th May, and Hoihow 28th, General.—Chinese.

FIDELIO, German steamer, 832, Brorsen, 29th May, Hoihow 28th May, General.—Melchers & Co.

TAICHOW, British steamer, 862, J. N. Morris, 29th May, Penang 20th May, and Singapore 23rd, General.—Ban Ho Hong.

KWONGSANG, British steamer, 989, Sellar, 29th May, Whampoa 29th May, General.—Jardine, Matheson & Co.

FUSHUN, Chinese steamer, 1,563, A. Crow, 29th May, Whampoa 29th May, General.—C. M. S. N. Co.

CANTON, British steamer, 1,110, Bremner, 29th May, Shanghai 24th May, and Swatow 28th, General.—Jardine, Matheson & Co.

CLEARANCES AT THE HARBOUR OFFICE.

Namoa, British steamer, for Swatow, &c.

May 28, Foo-poo, Chinese gunboat, for Tamsui.

May 29, Mount Lebanon, British steamer, for Shanghai.

May 29, Triumph, German str., for Whampoa.

May 29, Yokohama, German str., for Whampoa.

May 29, Caspacia, British steamer, for Nagasaki.

May 29, Falkenberg, German str., for Saigon.

PASSENGERS—ARRIVED.

Per *Glenorchy*, str., from London, &c.—Mr. Midway, and 32 Chinese for Hongkong. For Shanghai.—Mr. Armour and Dr. Thompson.

Per *Taichow*, str., from Penang, &c.—253 Chinese.

Per *Sochow*, str., from Pakhoi, &c.—56 Chinese.

Per *Canton*, str., from Shanghai, &c.—66 Chinese.

DEPARTED.

Per *Falkenberg*, str., for Saigon.—100 Chinese.

The German steamship *Piccola* reports that she left Saigon on the 24th instant. Had fine weather throughout.

The British steamship *Sochow* reports that she left Pakhoi on the 28th instant, and Hoihow on the 28th. Had heavy rain from 6 a.m., attended with thunder and lightning.

REPORTS.

The British steamship *Glenorchy* reports that she left London, and Singapore on the 23rd instant. Had light south-west wind and fine weather. Gap Rock; thence to port had thick heavy rain.

The British steamship *Taichow* reports that she left Penang on the 20th instant, and Singapore on the 23rd. Had fine weather and light monsoon throughout the passage. Inside the Islands had thick weather and heavy rain.

The British steamship *Canton* reports that she left Shanghai on the 24th instant, and Swatow on the 28th. Had fine weather from Shanghai to Ockee Island; from there to Swatow had thick rainy weather with strong north-easterly winds. From Swatow to port had squally weather with thunder and lightning with very heavy rain.

Post Office.

A MAIL WILL CLOSE—For Swatow, Amoy, & Fochow.—Per *Namoa*, to-morrow, the 30th instant, at 9.30 A.M.

For Straits and Calcutta.—Per *Wingrang*, to-morrow, the 30th instant, at 11.30 A.M.

For Swatow and Tientsin.—Per *Kwongsang*, to-morrow, the 30th instant, at 11.30 A.M.

For Amoy and Manila.—Per *Namoa*, to-morrow, the 30th instant, at 2.30 P.M.

For Port Darwin, Thursday Island, Cooktown, Townsville, Brisbane, Sydney, Melbourne, and Adelaide.—Per *Menmuir*, on Friday, the 31st instant, at 3.30 P.M.

For Europe, &c., India, via Bombay.—Per *Sully*, on Saturday, the 1st June, at 11.00 A.M.

For Singapore, Batavia, Samarang, and Sourabaya.—Per *Camelia*, on Saturday, the 1st June, at 2.30 P.M.

For Nagasaki, Kobe, and Yokohama.—Per *Ancona*, on Tuesday, the 4th June, at 11.30 A.M.

For Straits Settlements.—Per *Cassandra*, on Wednesday, the 5th June, at 9.30 A.M.

For Europe, &c., Australia, Madras, Calcutta, and Mauritius.—Per *Natal*, on Thursday, the 6th June, at 11.00 A.M.

SHIPPING IN HONGKONG.

ALINACRAIG, British steamer, 1,872, Buyers, 27th May, London 5th April, and Singapore 21st May, General.—Russell & Co.

ANTON, German steamer, 396, T. Eggers, 26th May, Pakhoi 22nd May, and Hoihow 24th, General.—Wieler & Co.

ELSAONO, Italian steamer, 1,499, F. Valle, 28th May, Bombay 8th May, and Singapore 21st, General.—Carlowitz & Co.

CAMOTIA, British steamer, 1,355, A. A. Fyfe, 20th May, Sourabaya, via Singapore, 6th May, General.—Jardine, Matheson & Co.

CHRYSE, Five Tons, British steamer, 95, Scott, 24th May, Singapore 17th May, General.—Chinese.

DEUTEROS, German steamer, 1,200, Iwerzen, 27th May, Saigon 23rd May, Rice and General.—Siemssen & Co.

FAME, British steamer, 117, A. Stopani—Hongkong and Whampoa Dock Co.

FARJE, Danish steamer, 397, C. A. Lund, 27th May, Halphong 24th May, General.—Arnhold, Karberg & Co.

FUGIKI MARU, Japanese steamer, 1,119, Franck, 27th May, Kutchinota 22nd May, Coal.—Mitsui Bussan Kaisha.

HONGKONG—STEAMERS.

Continued.

JACOB CHRISTENSEN, Norwegian steamer, 1,107, H. Waage, 26th May, Saigon 22nd May, Rice.—Gibb, Livingston & Co.

MEMMUR, British steamer, 1,272, P. T. Helms, 24th May, Kobe 18th May, Coals.—Russell & Co.

MONGKUT, British steamer, 860, R. Unsworth, 25th May, Bangkok 17th May, and Hoihow 24th, Rice and General.—Yuen Fat Hong.

NAMOA, British steamer, 863, F. D. Goddard, 26th May, Fochow 23rd May, Amoy 24th, and Swatow 25th, General.—D. LaPraik & Co.

NANZING, British steamer, 808, R. Talbot, 28th May, Manila 25th May, General.—Jardine, Matheson & Co.

PORT FAIRY, British steamer, 1,645, J. Clark, 27th May, Shanghai 24th May, Ballast.—Adams & Bell & Co.

THALES, British steamer, 800, Hunter, 28th May, Taiwan 20th May, Takow 24th, Amoy 25th, and Swatow 27th, General.—D. LaPraik & Co.

TSINAN, British steamer, 1,428, W. N. Allison, 17th May, Whampoa 17th May, General.—Butterfield & Swire.

VORWAERTS, German steamer, 612, F. Brohm, 26th May, Halphong 23rd May, Rice.—Wieler & Co.

WINGSANG, British steamer, 1,517, A. de St. Croix, 23rd May, Calcutta 9th May, and Singapore 18th, General.—Jardine, Matheson & Co.

SAILING VESSELS.

AGRON, American ship, 1,414, John H. Frost, 25th May, New York 28th Dec., Kerosene Oil.—Order.

ARON, Norwegian bark, 634, Christensen, 17th May, Rajang 1st May, Timber.—Chinese.

BENGAL, French bark, 544, Scott, 22nd May, May, Singapore 2nd April, Timber.—Melchers & Co.

BESSIE, British brigantine, 228, Shaw, 16th April, Sandalwood.—Order.

CHITTOOR, British bark, 217, Thos. Gortley, 21st May, Sharks Bay 26th March, Sandalwood.—Jardine, Matheson & Co.

DOROTHEA, German bark, 620, H. Th. Moeller, 2nd May, Hamburg 1st Dec., General.—Siemssen & Co.

FOOHING SUEY, Hawaiian bark, A. W. Newell, 20th May, San Francisco 10th March, Flour.—Order.

GREAT ADMIRAL, American ship, 1,497, James F. Rowell, 20th April, San Francisco 1st March, Flour.—Russell & Co.

HALLGREN, British ship, 1,088, Hayden, 21st May, New York 28th Dec., Kerosene Oil.—Order.

HATTIE E. TAPLEY, British bark, 907, J. McConachy, 20th March, Sandakan 29th January, imber.—Gibb, Livingston & Co.

JAMES G. BAIN, British bark, 597, C. E. McNutt, 2nd April, Newcastle, N.S.W., 10th March, Coals.—Order.

KALAKAUA, Hawaiian bark, 382, John Duncan, 14th April, Honolulu 28th February, Old Copper.—Jardine, Matheson & Co.

LUZON, American ship, 1,339, J. G. Park, 25th May, New York 19th Dec., Petroleum.—D. LaPraik & Co.

MARTHA, British bark, 832, Cooke, 5th May, Singapore 4th March, Timber.—Ed. Scheil-haus & Co.

PAPA, German bark, 748, C. L. Henne, 29th April, Hamburg 12th Dec., General.—Carlowitz & Co.

SOUTHERN CROSS, American ship, 1,097, J. A. Bailey, 13th May, Newcastle, N.S.W., 1th March, Coal.—Gas Company.

TITAN, American ship, 1,282, Allen, 13th April, New York 10th Nov., Oil.—Russell & Co.

VELOCITY, British bark, 490, R. Martin, 20th May, Honolulu 28th March, General.—Postau & Co.

WHAMPOA.

AMOI, German steamer, 814, R. Kohler, 27th May, Wuhu 22nd May, Rice.—Siemssen & Co.

NINGPO, German steamer, 761, F. Schulz, 26th May, Shanghai 22nd May, General.—Siemssen & Co.

HER BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Alacrit, despatch-vessel, 1,700 tons, 3,180 h-p, 4 guns, Commander R. Blair Macdonochie, Hongkong.

Cockchafer, gunboat, 2nd-class, 465 tons, 470 h-p, 4 guns, Lieut.-Commander E. Maxwell, Hongkong.

Conquest, cruiser, 3rd-class, 2,380 tons, 2,670 h-p, 14 guns, Captain W. H. Henderson, Hongkong.

Cordelia, cruiser, 3rd-class, 2,380 tons, 2,420 h-p, 10 guns, Captain H. T. Grenfell, Yokohama.

Esq, gunboat, 3rd-class, Coast Defence, 363 tons, 240 h-p, 3 guns, Gunner W. S. Weeks, Hongkong, in reserve.

Esper, gunboat, 2nd-class, 465 tons, 470 h-p, 4 guns, Lieutenant-Comdr. R. Y. Smith, Shanghai.

Firebrand, gunboat, 2nd-class, 455 tons, 460 horse-power, 4 guns, Lieut.-Commander J. Denison, Shanghai.

Hyacinth, cruiser, 3rd-class, 1,420 tons, 1,190 h-p, 8 guns, Captain R. W. Craigie, Hongkong.

Imperieuse, cruiser, 1st-class, 8,400 tons, 10,000 horse-power, 10 guns, Captain Wm. H. May, Flag of Commander-in-Chief, Hongkong.

Leander, cruiser, 2nd-class, 4,300 tons, 5,500 h-p, 10 guns, Captain Burgess Watson, Amoy.

Linnit, gun-vessel, 2nd-class, 756 tons, 1,050 h-p, 5 guns, Commander P. K. Smythies, Singapore.

Merlin, gunboat, 2nd-class, 430 tons, 430 h-p, 4 guns, Lieut.-Comdr. G. H. Yonge, Shanghai.

Mutine, sloop, 1,130 tons, 1,130 h-p, 10 guns, Commander J. H. Martin, Hongkong.

Orion, battle ship, 2nd-class, 4,870 tons, 4,040 horse-power, 4 guns, Captain H. J. Carr, Singapore.

Porpoise, cruiser, 3rd-class, 1,630 tons, 3,500 horse-power, 6 guns, Commander R. W. White, Cebu.

Rattler, gunboat, 1st-class, 715 tons, 1,200 h-p, 6 guns, Lieutenant-Commander W. M. Dougall, Formosa.

Satellite, cruiser, 3rd-class, 1,420 tons, 1,400 h-p, 8 guns, Captain T. F. W. Nesham, Shanghai.

Severn, man-of-war, 4,050, Captain William G. Hall, Hongkong.

Swift, gun-vessel, 2nd-class, 756 tons, 1,050 h-p, 5 guns, Commander Hon. R. Bingham, Chindang.

Tweed, gunboat, 3rd-class, 363 tons, 340 h-p, 3 guns, Boatwain J. Casey, Hongkong, in reserve.

Victor Emmanuel, receiving ship, 5,157 tons, Commodore E. J. Church, Hongkong.

Wiven, Coast Defence ship (armoured), 2,750 tons, 1,450 h-p, 4 guns, Gunner D. W. Hawkins, Hongkong, in reserve.

Wanderer, sloop, 927 tons, 720 h-p, 4 guns, Commander G. A. Gifford, Hongkong.

STEAMERS EXPECTED IN HONGKONG.

STEAMERS.	FROM.	DATE DUE.	AGENTS.
Benvenue	London	May 31st	Gibb, Livingston & Co.
Polythymia	Hamburg	May 31st	Siemssen & Co.
City of Rio de Janeiro	San Francisco	June 1st	Pacific Mail S. S. Co.
Patroclus	Liverpool	June 2nd	Butterfield & Swire.
Gaelic	San Francisco	June 3rd	O. & O. S. S. Co.
Denbighshire	London	June 3rd	Adamson, Bell & Co.
Arcton	Calcutta	June 3rd	D. Sassoon, Sons & Co.
Lombardy	Bombay	June 8th	P. & O. S. N. Co.
Abyssinia	Vancouver	June 13th	Adamson, Bell & Co.

STEAMERS LOADING IN HONGKONG.

DESTINATION.	VESSELS.	AGENTS.	DATE OF LEAVING.
London, &c., via Suez Canal	Sutlej	P. & O. S. N. Co.	June 1st, at noon.
London, via Suez Canal	Stentor	Butterfield & Swire.	June 5th.
Marseilles, via Saigon, &c.	Natal	Messageries Maritimes.	June 6th, at noon.
Bremen, via Ports of Call.	Neckar	Melchers & Co.	June 6th, at 4 p.m.
Genoa, via Bombay, &c.	Bisagno	Carlowitz & Co.	June 6th, at noon.
Havre, Hamburg, &c.	Casandra	Siemssen & Co.	June 6th, at 10 a.m.
San Francisco, via Ythama	Gaelic	O. & O. S. S. Co.	June 6th, at 1 p.m.
San Francisco, via Ythama	Port Fairy	Pacific Mail S. S. Co.	June 6th, at 4 p.m.
Sydney, Melbourne, &c.	Menmuir	Adamson, Bell & Co.	June 15th, at 4 p.m.
Port Darwin, &c.	Changsha	Butterfield & Swire.	May 31st, at 4 p.m.
New Zealand Ports	Whampoa	Butterfield & Swire.	June 15th, at 4 p.m.
Calcutta, via Straits	Wingsang	Jardine, Matheson & Co.	To-morrow, at noon.
Sourabaya, via S'pore, &c.	Camorta	Jardine, Matheson & Co.	June 1st, at 3 p.m.
Sandakan, Kudat, &c.	Memnon	Butterfield & Swire.	June 2nd, at noon.
Yokohama, via Nag, &c.	Ancona	P. & O. S. N. Co.	June 4th, at noon.
Nagasaki, Kobe, &c.	Benvenue	Gibb, Livingston & Co.	June 1st, at 3 p.m.
Kobe (direct)	Jacob Christensen	Gibb, Livingston & Co.	June 1st, at 4 p.m.
Tientsin, via Swatow	Denbighshire	Adamson, Bell & Co.	June 13th.
Shanghai, via Amoy	Kwongsang	Jardine, Matheson & Co.	To-morrow, at noon.
Manila, via Amoy	Patroclus	Butterfield & Swire.	June 4th.
Haiphong	Nanzing	Jardine, Matheson & Co.	To-morrow, at 3 p.m.
	Vorwaerts	Arnhold, Karberg & Co.	To-morrow, daylight.

Intimations.

INTIMATION.

F. Blackhead & Co.,
SHIP-CHANDLERS, SAIL-MAKERS,

AND
PROVISION MERCHANTS.

NAVY CONTRACTORS,
AND
GENERAL COMMISSION AGENTS.

No. 11, Praya Central,
(Opposite Padder's Wharf).

SOLE AGENTS
for
RAHTJEN'S
GENUINE
COMPOSITION

FOR
THE BOTTOMS OF IRON SHIPS
CARBOLINEUM AVENARIUS
PRESERVATIVE AGAINST
ROTTING, DECAY, &c., OF WOOD.

CHR. MOTZ & CO., BORDEAUX, CLARETS
IMPERIAL CHAMPAGNE,
LA GRANDE MARQUE.

FLensburg STOCKDEER,
ENGINEERS AND BLACKSMITHS' TOOLS
AND EVERY KIND OF SHIP'S
STORES AND REQUISITES
ALWAYS IN STOCK

AT
REASONABLE PRICES.
ALL KINDS OF
COALS

SUPPLIED AT THE SHORTEST NOTICE.
Hongkong, 1st January, 1889.

FOR SALE.
AT WHOLESALE PRICES.

SACCONES SHERRY; PORT, CLARETS
BURGUNDY, HOCKS, CHAMPAGNES
BRANDIES, WHISKIES.
"EMPIRE" ALE AND STOUT.
MACHINERY, GAS ENGINES, "EMPIRE"
LUBRICATORS.

SINGERS SEWING MACHINES.
COOKING STOVES, SCALES,
PAINTS, OILS AND VARNISH.
BICYCLES AND TRICYCLES.
JUVENILE VELOCIPEDE HORSES AND
TRICYCLES.
BICYCLE WHEELS FOR JINRICKSHAS.
SODA WATER MACHINERY.
JEVE'S SANITARY COMPOUNDS.

Apply to
W. G. HUMPHREYS & Co.,
Bank Buildings.

Hongkong, 20th September, 1888.

G. FALCONER & CO.,
WATCH AND CHRONOMETER MANU-
FACTURERS AND JEWELLERS.
NAUTICAL INSTRUMENTS,
CHARTS AND BOOKS.
No. 18, Queen's Road Central.

KOWLOON HOTEL.
J. C. L. ROUGH.....MANAGER.

WINE AND SPIRITS of the best quality.
ENGLISH & AMERICAN BILLIARD
TABLES, BOWLING ALLEYS, TENNIS
LAWN.
Hongkong, 21st January, 1889.

A. G. GORDON & CO.
ENGINEERS, LAUNCH BUILDERS,
GENERAL AND GOVERNMENT
CONTRACTORS, IRONMONGERS, COM-
MISSION AGENTS, VALUATORS, IRON
AND TIMBER MERCHANTS.

WORKS:
BOWRINGTON, EAST POINT.

OFFICE:
CORNER OF PRAYER STREET AND PRAYA.

STEAM LAUNCH COMPANY, LIMITED.
Hongkong, 3rd September, 1888.

NOTICE.

**HONGKONG & WHAMPOA
DOCK COMPANY,
LIMITED.**

SHIPMASTERS AND ENGINEERS
are respectfully informed that, if upon
their arrival in this HARBOUR none of the
COMPANY'S FOREMEN should be at hand,
ORDERS FOR REPAIRS, if sent to the HEAD
OFFICE, No. 14, Praya Central, will receive
prompt attention.

In the event of complaints being found
necessary, communication with the Undersigned
a requested, when immediate steps will be taken
to rectify the cause of dissatisfaction.

D. GILLIES,
Secretary.

Hongkong, 20th August, 1888.

**HONGKONG TIMBER
YARD, WANCHAI.**

REGION PINE SPARS AND LUMBER
Always on Hand.

L. MALLORY.
Hongkong, 24th June, 1889.

FOR SALE, WHOLESALE AND RETAIL.

WATERBURY WATCHES,
the Handiest, Cheapest, and Best
Time-keepers invented.
\$3 PRICE THREE DOLLARS EACH \$3
REPAIRS NEVER EXCEED 50 CENTS
for each Watch.

Orders from Outposts to be accompanied with
Remittance for Cost.

THE MITSUI BUSSAN KAISHA,
(Sole Agents in Japan and China
for the Sale of the above Watches),
10, QUEEN'S ROAD CENTRAL,
Opposite Marine House.

Hongkong, 20th August, 1888.

NOTICE.